ST LOUIS LEGEND

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Airport/Facility Directory (A/FD) for details involving airport lighting, navigation aids, and services. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

Other than hard-surfaced runways — Seaplane Base

Hard-surfaced runways 1500 ft. to 8069 ft. in length

Hard-surfaced runways greater than 8069 ft. or some multiple runways less than 8069 ft.

Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

Private "(Pvt)" - Non-public use having emergency or landmark value

Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc. DoD

Heliport Selected — Unverified — Abandoned - paved having landmark value, 3000 ft. or greater — Ultralight Flight Park Selected

Services - fuel available and field tended during normal working hours depicted by use of ticks around basic airport symbol. (Normal working hours are Mon thru Fri 10:00 A.M. to 4:00 P.M. local time.) Consult A/FD for service availability at airports with hard-surfaced runways greater than 8069 ft.

Rotating airport beacon in operation Sunset to Sunrise

AIRPORT DATA

Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Patterns.

FSS — FAR 91 — NO SVFR — Location identifier — NAME (NAM) (PNAM) — ICAO Location Indicator shown outside contiguous U.S.

Runways with Right Traffic Patterns (public use) — CT - 118.3 ✱ Ⓒ ATIS 123.8 — 285 L 72 122.95 — RP 23, 34 — UNICOM

RP ✱ Special conditions exist - see A/FD. — VFR Advsy 125.0 — AOE — Airport of Entry

FSS - Flight Service Station

NO SVFR - Fixed-wing special VFR flight is prohibited.

CT - 118.3 - Control Tower (CT) - primary frequency

✱ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.

Ⓒ - Common Traffic Advisory Frequency (CTAF)

ATIS 123.8 - Automatic Terminal Information Service

ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.

UNICOM - Aeronautical advisory station

VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.

285 - Elevation in feet

L - Lighting in operation Sunset to Sunrise

✱L - Lighting limitations exist; refer to Airport/Facility Directory.

72 - Length of longest runway in hundreds of feet; usable length may be less.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown on this chart. All times are local.

Class B Airspace

Class C Airspace (Mode C - see FAR 91.215/AIM.)

Class D Airspace

Ceiling of Class D Airspace in hundreds of feet. (A minus ceiling value indicates surface up to but not including that value.)

Class E (sfc) Airspace

Class E Airspace with floor 700 ft. above surface

Class E Airspace with floor 1200 ft. or greater above surface that abuts Class G Airspace

2400 MSL / 4500 MSL — Differentiates floors of Class E Airspace greater than 700 ft. above surface.

Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.

Class E Airspace low altitude Federal Airways are indicated by center line. Intersection - Arrows are directed towards facilities which establish intersection.

Total mileage between NAVAIDs on direct Airways

Class E Airspace low altitude RNAV Routes are indicated by center line.

RNAV waypoint and name

Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas

Alert Area and MOA - Military Operations Area

Special Airport Traffic Area (See FAR 93 for details.)

ADIZ - Air Defense Identification Zone

MODE C (See FAR 91.215/AIM.)

National Security Area

Terminal Radar Service Area (TRSA)

MTR - Military Training Route

COMMUNICATION BOXES

Underline indicates no voice on frequency.

Crosshatch indicates Shutdown status.

Operates less than continuous or On-Request.

ASOS/AWOS — HIWAS — TWEB

FSS radio providing voice communication

Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2, 243.0 and 255.4 (Canada - 121.5, 126.7 and 243.0) are available at many FSSs and are not shown above boxes. All other frequencies are shown above boxes.

Certain FSSs provide Airport Advisory Service, see A/FD.

R - Receive only

Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Airport/Facility Directory for complete information.

RADIO AIDS TO NAVIGATION

VHF OMNI RANGE (VOR) — Non-Directional Radiobeacon (NDB)

VORTAC — VOR-DME — NDB - DME

Other facilities, i.e., FSS Outlet, RCO, etc.

OBSTRUCTIONS

1000 ft. and higher AGL — below 1000 ft. AGL

Group Obstruction

Obstruction with high-intensity lights; may operate part-time.

Elevation of the top above mean sea level

Height above ground

Under construction or reported; position and elevation unverified

NOTICE: Guy wires may extend outward from structures.

TOPOGRAPHIC INFORMATION

Roads & Road Markers — Railroad — Power Transmission Line — Aerial Cable

Landmark Feature - stadium, factory, school, golf course, etc.

Outdoor Theater

Lookout Tower

Coast Guard Station

Rare Track

Tank - water, oil or gas

Oil Well — Water Well

Mine or Quarry

Mountain Pass

(Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.)

Perennial Lake — Dam — Non-Perennial Lake — Bridges and Viaducts

MISCELLANEOUS

–1°E– Isogonic Line (2005 VALUE)

Ultralight Activity — Marine Light

Hang Glider Activity

Glider Operations

Parachute Jumping Area (See Airport/Facility Directory.)

VPXYZ — VFR Waypoints (See Airport/Facility Directory for latitude/longitude.) — NAME (VPXYZ)

ST LOUIS
SECTIONAL AERONAUTICAL CHART

SCALE 1:500,000

Lambert Conformal Conic Projection Standard Parallels 33° 20' and 38° 40'

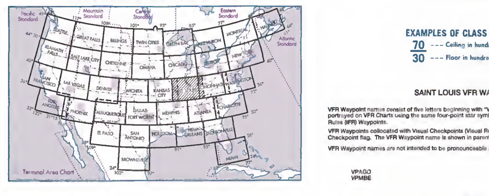
Horizontal Datum: North American Datum of 1983 (equivalent to World Geodetic System 1984)

82ND EDITION EFFECTIVE 0901Z 1 JUL 2010 TO 0901Z 16 DEC 2010

Includes airspace amendments effective 3 JUN 2010 and all other aeronautical data received by 6 MAY 2010

Information on this chart will change; consolidated updates of chart changes are available every 56 days in the AIRPORT/FACILITY DIRECTORY (Chart Bulletin section) (online at http://aeronav.faa.gov). Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes.

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY: DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION



CONTOUR INTERVAL 500 feet

Intermediate contour 250 feet

HIGHEST TERRAIN elevation is 3534 feet located at 36°12'N - 84°14'W

Spot elevation 4254

Approximate elevation . . . . x 3200

Doubtful locations are indicated by omission of the point locator (dot or "x")

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted - route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are reissued every 6 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

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EFF. DATE 10182

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Fax 301-436-6829
or any authorized FAA Chart Agent

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

CONVERSION OF ELEVATIONS

ST LOUIS TERMINAL AREA
Pilots are encouraged to use the St Louis VFR Terminal Area Chart for flights at or below 8000'.

EXAMPLES OF CLASS B ALTITUDES

70 --- Ceiling in hundreds of feet MSL

30 --- Floor in hundreds of feet MSL

SAINT LOUIS VFR WAYPOINTS

VFR Waypoint names consist of five letters beginning with "VP". Stand-alone VFR Waypoints are portrayed on VFR Charts using the same four-point star symbol currently used for Instrument Flight Rules (IFR) Waypoints.

VFR Waypoints collocated with Visual Checkpoints (Visual Reporting Points) are portrayed with a Checkpoint flag. The VFR Waypoint name is shown in parentheses adjacent to the Visual Checkpoint name.

VFR Waypoint names are not intended to be pronounceable and shall not be used in ATC Communications.

VPAGO N37°50.33'/W090°29.03'
VPMBE N37°11.08'/W090°27.92'

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 12⁵

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional/WAC chart. To plot a course line from one side to the other, the user must first locate two pair of corresponding latitude tick marks, one pair on each side of the chart and follow the steps below.

STEP 1 - Draw a horizontal line (MATCH LINE) between each pair of corresponding latitude tick marks on each side of the chart just to the left or right of where your plot line crosses. (Figure 1)

STEP 2 - Decide which side of the chart has the departure or destination point closer to the edge of the chart. On that side, line up a blank piece of paper along the MATCH LINE (this is to be done completely on the chart, not extending beyond its edge).

STEP 3 - Slide the paper sideways left or right so that a side edge of the paper aligns with the departure or destination point (POINT A). Make a MARK A on an edge of the paper where it meets the point.

STEP 4 - Without moving the paper, on the same edge as MARK A, extend a short line on the chart from the corner of the paper where it meets the MATCH LINE out to the edge of the chart. Make that LINE B.

STEP 5 - Turn the chart over and transfer the end of LINE B to the other side, and extend it straight to the MATCH LINE. (Figure 2)

STEP 6 - Take the sheet of paper with MARK A on it and align the (top or bottom) edge of the paper with the MATCH LINE and side edge with LINE B with the bulk of the sheet extending off of the chart. Plot a line from MARK A to the departure or destination point (POINT B).

STEP 7 - Where your plot line crosses the MATCH LINE make a MARK C. Extend a line straight from that mark to the edge of the chart.

STEP 8 - Turn the chart back over and transfer MARK C to that side and extend it to the MATCH LINE. Plot a line from MARK C to the destination. (Figure 3)

CONTROL TOWER FREQUENCIES ON ST LOUIS SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF local control frequency (ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF local control frequencies are listed. An asterisk (*) indicates the part-time tower frequency is remoted to a collocated full time FSS for use as Airport Advisory Service (AAS) during hours the tower is closed. The primary VHF and UHF ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are primary arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.

"MON-FRI" indicates Monday through Friday.

CONTROL TOWER	OPERATES	TWR FREQ	GND CON	ATIS	ASR/PAR
ABRAHAM LINCOLN CAPITAL	0600-2200	121.3 257.8	121.9 348.6	127.65 270.1	ASR
AIRBORNE	0700 MON-1800 SAT 0600-1800 SUN	119.475	121.6	124.925	
ANDERSON-DARLINGTON	0900-1700	126.0	121.6		
BARKLEY RGNL	0600-2300	119.6 306.9	121.7 306.9		
BLUE GRASS	CONTINUOUS	119.1 257.8	121.9	126.3	
BOWMAN	0700-2200	119.5 257.625	121.8	112.2	
CAMPBELL AAF (FORT CAMPBELL)	CONTINUOUS	120.9 278.8	121.8 266.8	125.175 308.4	ASR/PAR
CAPE GIRARDEAU RGNL	0700-1700	125.525	121.6		
CINCINNATI-LUNKEN	0700-2300	118.7 257.8	121.9	120.25	
CINCINNATI/NORTHERN KENTUCKY INTL	CONTINUOUS	118.3 (RWYS 18C/36C & 09/27) 118.975 360.85 (RWY 18L/36R) 133.325 (RWY 18R/36L)	121.3 (E) 121.7 (W)	134.375 (ARR) 135.3 (DEP)	
COLUMBUS	0630-2200	118.4	121.6		
COX DAYTON INTL	CONTINUOUS	119.9 257.8	121.9	125.8	ASR
DECATUR	0600-2200	118.9 392.1	121.75 392.1	126.35	
DELAWARE CO RGNL	0600-2200	120.1 379.8	121.9	132.25	
EVANSVILLE RGNL	0600-2300	118.7 257.8	121.9	130.2	ASR
GODMAN AAF	0600-2200 MON-FRI 0700-1500 SAT-SUN CLSD HOL	133.35 233.7	121.9 239.3	109.6	
INDIANAPOLIS INTL	CONTINUOUS	120.9 257.8	121.9	134.25	
LAMBERT-ST LOUIS INTL	CONTINUOUS	118.5 257.7 (S) 120.05 284.6 (N) 132.475 (W) 239.275 (W)	121.9 348.6 (INBOUND) 121.65 387.05 (OUTBOUND) 118.925 227.125 (W)	125.025 379.925	
LOUISVILLE INTL-STANDIFORD	CONTINUOUS	124.2 257.8	121.7 348.6	118.725	
MONROE CO	0630-2130	120.775	121.9		
NASHVILLE INTL	CONTINUOUS	118.6 257.8	121.9 348.6	135.1	
OWENSBORO-DAVIESS CO	0600-2200	120.7 251.15	121.7		
SABRE AHP (FORT CAMPBELL)	HX, CTC BASE OPS	124.675 290.45	142.975 267.3		ASR
ST LOUIS DOWNTOWN	0630-2200	119.925 379.3	121.8	121.45	
ST LOUIS RGNL	0700-2200	126.0 239.0	130.2	128.0	
SCOTT AFB/MIDAMERICA	CONTINUOUS	128.25 253.5	119.2 275.8	128.7 256.7	
SMYRNA	0700-1900	118.5 233.1	121.4		
SOUTHERN ILLINOIS	0700-2100	125.35 322.4	121.8	119.85	
SPIRIT OF ST LOUIS	0600-2400	124.75 257.2	121.7	134.8	
SPRINGFIELD-BECKLEY	0730-1630 TUE-FRI O/T BY NOTAM	120.7 291.775	121.7 225.4	257.875	
TERRE HAUTE INTL-HULMAN	CONTINUOUS	118.3 239.0	121.6 348.6	127.5 284.4	ASR
UNIV OF ILLINOIS-WILLARD	0600-2300	120.4 229.4	121.8	124.85	ASR
WILLIAMSON CO RGNL	0700-1900	126.9	121.7		
WRIGHT PATTERSON AFB	CONTINUOUS	126.9 281.45	121.8 335.8	124.475 269.9	

CLASS B, CLASS C, TRSA AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
CINCINNATI CLASS B	119.7 254.25 (090°-269°) 125.875 363.15 (270°-089°)	CONTINUOUS
ST LOUIS CLASS B	124.2 253.9 (N/E) 126.5 254.3 (S/W)	CONTINUOUS
CHAMPAIGN CLASS C	121.35 285.65 (316°-135°) 132.85 291.0 (134°-315°) O/T 121.35 353.95 CHICAGO CNTR	0600-2300 O/T CLASS G
DAYTON CLASS C	118.425 294.5 (360°-090°) 118.85 126.5 327.1 (091°-180°) 134.45 352.05 (181°-359°)	CONTINUOUS
EVANSVILLE CLASS C	126.4 226.4 (041°-219°) 127.35 267.9 (220°-040°) O/T 128.3 284.65 INDIANAPOLIS CNTR	0600-2300 O/T CLASS G
INDIANAPOLIS CLASS C	127.15 317.8 (E OF ACTIVE RWY) 124.65 317.8 (W OF ACTIVE RWY)	CONTINUOUS
LEXINGTON CLASS C	120.15 259.3 (040°-220°) 120.75 298.9 (221°-039°)	CONTINUOUS
LOUISVILLE CLASS C	132.075 (E) 123.675 (W)	CONTINUOUS
NASHVILLE CLASS C	118.4 360.7 (019°-199°) 119.35 385.35 (200°-018°)	CONTINUOUS
SPRINGFIELD CLASS C	118.6 323.0 O/T 127.275 327.5 KANSAS CITY CNTR	0600-2200 O/T CLASS E
CAMPBELL AAF RADAR	118.1 269.525	CONTINUOUS
GODMAN AAF RADAR	132.075 (E) 123.675 (W) 327.0	CONTINUOUS
SABRE AHP RADAR	134.35 307.025	CONTINUOUS

O/T indicates Other times.

SPECIAL USE AIRSPACE ON ST LOUIS SECTIONAL CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local.
"TO" an altitude means "To and including."
FL - Flight Level
NO A/G - No air to ground communications.
Contact nearest FSS for information.

† Other times by NOTAM.
NOTAM - Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of the term in all other Special Use areas indicates the DoD NOTAM system.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

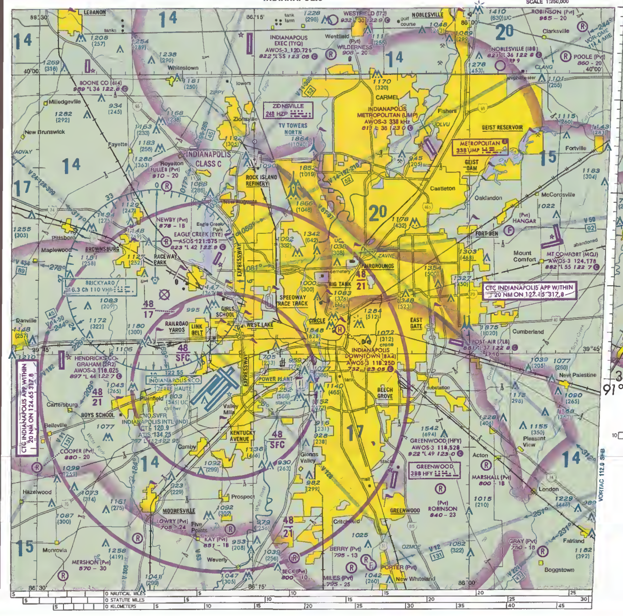
NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-3401 A	TO 40,000	CONTINUOUS 1 MAY-30 SEPT, 0600-2300 TUE-SAT 1 OCT - 30 APR†	INDIANAPOLIS CNTR	119.55
R-3401 B	1200 AGL TO 14,000	CONTINUOUS 1 MAY-30 SEPT, 0600-2300 TUE-SAT 1 OCT - 30 APR†	INDIANAPOLIS CNTR	119.55
R-3403 A	TO 43,000	0630-2400	INDIANAPOLIS CNTR	124.77
R-3403 B	1200 AGL TO FL 180	0600-2300	INDIANAPOLIS CNTR	124.77
R-3404	TO 2500	SR-SS 1 MAY - 1 NOV †24 HRS IN ADVANCE	TERRE HAUTE ATCT	124.15
R-3701 A	TO 5000	BY NOTAM 24 HRS IN ADVANCE	FT CAMPBELL RAPCON	
R-3702 A	TO 10,000	BY NOTAM 24 HRS IN ADVANCE	MEMPHIS CNTR	
R-3702 B	10,000 TO FL 220	BY NOTAM 24 HRS IN ADVANCE	MEMPHIS CNTR	
R-3704 A	TO 10,000	0600-2400 EST †24 HRS IN ADVANCE	LOUISVILLE INTL-STANDIFORD ATCT	132.075
R-3704 B	10,000 TO 20,000	BY NOTAM 24 HRS IN ADVANCE	LOUISVILLE INTL-STANDIFORD ATCT	132.075
A-371	TO 2000	CONTINUOUS	NO A/G	

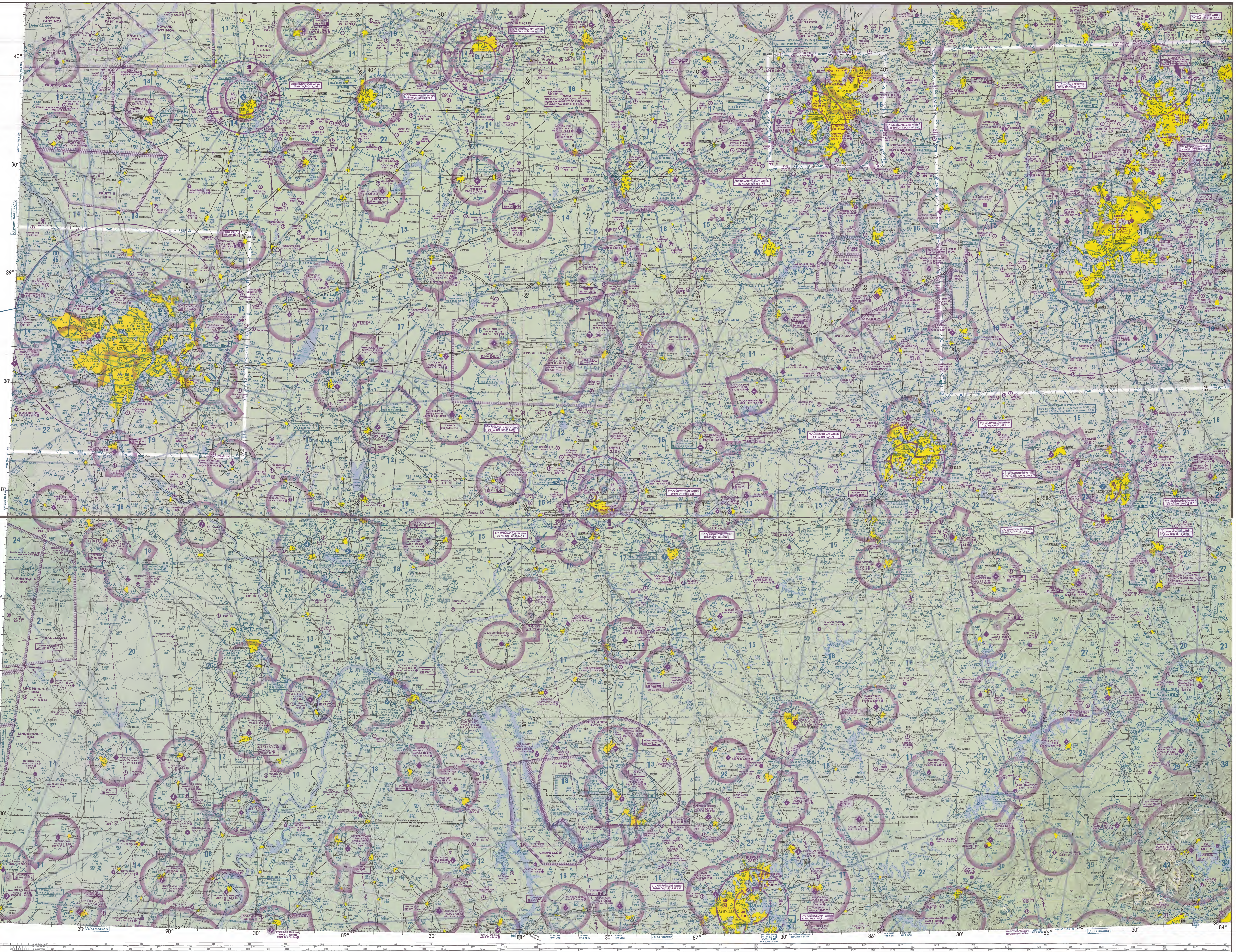
MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
BUCKEYE	5000	0800-2200 MON-FRI 0600-1600 SAT-SUN	INDIANAPOLIS CNTR	134.0 135.57
CAMPBELL 1	500 AGL TO 10,000	NORMALLY 0700-2000	FT CAMPBELL RAPCON	
CAMPBELL 2	1500 AGL TO 10,000	NORMALLY 0700-2000	FT CAMPBELL RAPCON	
HOWARD EAST	9000	0700-2200	KANSAS CITY CNTR	127.27 327.7
JPG A	500 AGL TO BUT NOT INCL 6000	0800-2300	INDIANAPOLIS CNTR	
JPG B, C	6000	0800-2300	INDIANAPOLIS CNTR	
JPG D	500 AGL TO BUT NOT INCL 4000	0600-2300	INDIANAPOLIS CNTR	
LINDBERGH A	7000	0900-1030 & 1300-1430 MON-FRI, BY NOTAM 0900-1030 & 1300-1430 ONE SAT-SUN PER MONTH, BY NOTAM 1800-2100 MON-FRI TWO MONTHS PER YEAR	KANSAS CITY CNTR	128.35 284.67
LINDBERGH B, C	8000	0900-1030 & 1300-1430 MON-FRI, BY NOTAM 0900-1030 & 1300-1430 ONE SAT-SUN PER MONTH, BY NOTAM 1800-2100 MON-FRI TWO MONTHS PER YEAR	KANSAS CITY CNTR	128.35 284.67
PRUITT A	500 AGL TO 6000	0900-1200 & 1300-1600	KANSAS CITY CNTR	127.27 327.7
PRUITT B	500 AGL TO 3000	0900-1200 & 1300-1600	KANSAS CITY CNTR	127.27 327.7
RACER A	500 AGL TO BUT NOT INCL 4000	0700-2200 1 MAY-30 SEPT, 0600-2200 TUE-SAT 1 OCT-30 APR	INDIANAPOLIS CNTR	
RACER B	4000 TO 8000	0700-2200 1 MAY-30 SEPT, 0600-2200 TUE-SAT 1 OCT-30 APR	INDIANAPOLIS CNTR	
RACER C	500 AGL	0700-2200 1 MAY-30 SEPT, 0600-2200 TUE-SAT 1 OCT-30 APR	INDIANAPOLIS CNTR	
RACER D	14,000	0700-2200 1 MAY-30 SEPT, 0600-2200 TUE-SUN 1 OCT-30 APR	INDIANAPOLIS CNTR	
RED HILLS	6000	0600-2200	INDIANAPOLIS CNTR	132.2
SALEM	TO BUT NOT INCL 7000	INTERMITTENT BY NOTAM	KANSAS CITY CNTR	128.35 284.67

*Altitudes indicate floor of MOAs. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.
†Other times by DoD NOTAM.

INDIANAPOLIS

SCALE 1:250,000





CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-2 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) an approved official business of the Federal Government.

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service; National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service; and Wilderness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley.

Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive areas.

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. Telephone toll free at 1-800-626-3677, or email us at 9-AMC-Aerochart@faa.gov. Frequently asked questions (FAQs) are answered on our website at http://aeronav.faa.gov. See the FAQs prior to contact via toll free number or email. Where delineation of data is required such information should be depicted clearly and accurately on a current chart, a replacement copy will be returned. Mail to: FAA, National Aeronautical Navigation Services, SSMC-4, Sta. #3424, 1305 East West Highway, Silver Spring, MD 20910-3281.